

GERMANS HARVEST GRAIN IN FRANCE

A Battery of Threshing Machines Now Working in War Zone.

TROOPS, ONCE LEAN, BECOMING PORTLY

Soldier at Front Gets One More Warm Meal Daily than in Time of Peace.

Headquarters of a certain German army in France, Dec. 11 (forwarded by automobile courier to Berlin, thence to London).—A correspondent to The Associated Press, spending a week in the field of operations, has also been the guest of Generals von Heeringer, formerly War Minister, and now commanding the seventh army; von Eitel, the capturer of Maubeuge, and von Emmich the conquerer of Liege and Namur.

Several hours were spent in the trenches in a picturesque old town, where German riflemen and French legionnaires plan and play grim practical jokes of war upon each other from positions a scant 200 yards apart. A race of German troglodytes was found in one place on this front. Men, horses, supplies, hospitals and so forth were housed in hillside caverns, formerly stone quarries which were absolutely protected by a fifty foot stone roof from even the most powerful shell fire.

The morning was passed in an artillery observation stand, opposite Rheims, where a powerful stereoscopic telescope, through which the fire of the artillery is directed, brought the observer within 120 yards of the city and the Cathedral, and enabled him to see that the Cathedral and its towers were standing fairly intact, although blackened by fire.

The Comforts of War.

A trip of inspection was made through labyrinth of field fortifications and approaches along the Aisne, at its nearest point to Paris, where the lines are normally 200 or 300 yards apart. The soldiers, even in the foremost trenches, were found living in comparative comfort in their underground shelters. They are well supplied with blankets, food and water and clothing, and are in good spirits despite their long residence in the trenches. Desultory infantry fire is all ways in progress here, and the rattle of machine guns breaks out now and then. The artillery on both sides has thrown tons of iron daily, but there have been no great fights of late in this section of the front.

Of all the impressions of the trip the one most striking is that left by the countless stacks of unthreshed grain, stretching for miles in every direction throughout this granary of Northern France. More than a hundred German threshing machines of the latest size are working in the region occupied by the army, and six new ones were encountered to-day, plugging forward to reinforce these harvest batteries which are doing work quite as important as that of the 42-centimeter cannon. The army is not only living on the supplies of flour and meat derived from this section of the country, but is actually sending wheat and flour back to Germany.

Songs Are Fewer.

The normal soldier at the front does not sing as much as formerly, partly perhaps because he has sung himself out and partly because singing in the immediate vicinity of the enemy is apt to draw fire, but he is neither discouraged nor exhausted. There is no indication whatever that his nerves are breaking under the strain of the protracted war.

No trip to the front would be complete without a visit to the field hospital. Health conditions are remarkably good, the surgeons state, even better than in peace times. There has been considerable typhoid, but this is now well in hand, owing to the vigor-

ous use of the anti-typhoid serum. The medical department is just now cleaning out three villages in the immediate vicinity of headquarters, which were found to be typhoid centres. The surgeons are devoting special attention to this matter, and are isolating or vaccinating the inhabitants of suspected villages.

The Germans evidently are preparing for an extended occupation. The French peasants, under the supervision and to a certain extent the mild compulsion of the Germans, have planted winter crops, and are working in the fields. Important bridges destroyed during the occupation operations are everywhere being permanently rebuilt with steel from Germany. The roads are being maintained as usual by French labor, and in some cases factories are being reopened.

WEEKS WANTS TO PUT THE LID ON

Believes Every European Country Knows All About Army and Navy.

Washington, Dec. 11.—Declaring that there has been too much publicity of military affairs of the nation, Senator Weeks, of Massachusetts, in a speech in the Senate to-day opposed agitation for special investigation of military preparedness, praised the strength and personnel of the navy and urged the organization of an army reserve. He said:

"In fact, there is and has been altogether too much publicity in such matters, in my judgment. I have no doubt every European country is informed in the most minute detail of our condition, both on land and sea, and if any change in our methods is to be made it should be in the direction of greater publicity, but should be to protect our operations, even in time of peace, from scrutiny both at home and abroad."

Senator Weeks maintained that the army was insufficient and proposed its reorganization.

"If the military experts are right," he said, "that the country needs a force of 500,000 trained men, supplied with 100,000 to 200,000 volunteers, it is a reasonable chance of protection against a probable foe, and that the 500,000 men will be needed at once on the outbreak of war—organized as fighting machines."

He said that the defense provided at present by Congress is inadequate and practically worthless, and that the money spent on this defense are largely wasted."

SEA SUPREMACY IN REACH OF U. S.

British Expert Sees Chance of European War Putting American Navy at the Top.

(By Cable to The Tribune.) London, Dec. 12.—The naval correspondent of "The Daily Telegraph" publishes a long discussion this morning of the plans for the increase of the American navy during the next year, saying in part:

"The British people have not yet realized that the United States are in the next twelve months reach the position which would enable them to take the lead in the supreme naval power. At present this navy ranks third, but a good third. If there is a battle in the North Sea, the German high sea fleet cannot be sunk or even seriously reduced in strength without our grand fleet being injured. At least, this is what Grand Admiral von Tirpitz has hitherto believed. He has always assumed that if his navy can sufficiently damage ours, as the trident has passed, at any rate for a time, from our hands into those of the United States."

The correspondent of "The Telegraph" considers it a significant fact that American naval experts have not been led by the events of the present war to be interested in strength in submarines at the expense of battleships of increasingly great displacement. In conclusion, his article points out the probable effect of the American grant for new ships on the British navy.

"All this is very interesting to us. Let us not deceive ourselves. American ships are well designed and well built, and so far as the present personnel, is adequate, is well manned. We do not associate republic with 'militarism,' but apparently all Americans are satisfied that though Germany may be crushed they will still need a fleet and a larger fleet than they have had in the past. We thus brought up against the question whether in the incoming year the Admiralty ought not to enter upon the construction of more battleships embodying all the lessons, which are not many, which the war has taught."

DANIELS POINTS TO WAITING LIST

Says Navy Is So Attractive Picked Men Alone Are Admitted.

STILL STRONG FOR PERSONNEL UPLIFT

Secretary's Report Far from Satisfactory to Advocates of Preparedness.

(From The Tribune Bureau.)

Washington, Dec. 11.—The annual report of the Secretary of the Navy was made public to-night, and is one of the most remarkable public documents in the history of the Wilson administration. It is not calculated to inspire delight in the ranks of the officers of the navy, for even in the opening paragraphs the Secretary dashes headlong into the subject dearest to his heart—the uplift of the enlisted man.

To the enlisted man the report carries small comfort. It assures him of a continuance of the much detested elementary school aboard ship, which, taken by and large, throughout the navy is cordially hated by both teachers and pupils. To the supporters of a broader policy of defensive development, with the navy as the most important factor in the general problem of preparedness for hostile eventualities, it is a long way from satisfactory, for in spite of the external conditions, the present European war, the unrest of a world aflame, the Secretary counsels an adherence to the economical programme of naval increase which was hotly opposed by the friends of the navy even in the piping peace times of the last decade.

Secretary Daniels also bursts into the realm of poetry. He calls the attention of the seaman apprentice and the oiler and the stoker to the fact that his ditty box contains an admiral's flag, thus paraphrasing the Napoleonic epigram about the marshal's baton in the soldier's knapsack. Incidentally, the Secretary of the N. Y. makes good with his friends on Capitol Hill by a direct reference to the entire competency of Congress to deal with all the problems that are put up to its members. This is a waiting to make Congress feel good.

Has a Waiting List.

"The past year in the navy affords gratification to all who take pride in its growth and strength and usefulness," says Mr. Daniels' report. "In every line of progress and achievement it has demonstrated its steady advance and efficiency. For the first time in many years the enlistment is up to the limit prescribed by Congress. The present enlistment is 52,667, or 4,611 greater than in 1913, and so attractive has the service become to the youth of the land that it has been possible to have a waiting list and it is a fact that picked men alone, of exceptional qualities, mental and moral, and of fine physical type, are now admitted; for out of 88,943 applicants for enlistment 13,780 new men were accepted."

"Not only is the navy up to its prescribed quota as to numbers, but the popularity of the service renders unnecessary strained or unusual methods to attract a sufficient number of young men. The welfare of these young men who are so freely offering themselves for their country's service has been by no means neglected. As will be seen hereafter, their pathway to the Naval Academy, the line and the pay corps has been facilitated, and their physical comfort has been materially improved. Their avenues of promotion are not as numerous as they should be, or as they will be. It must be true in the American navy that every sailor carries an admiral's flag in his ditty box, as Napoleon said it was true of the army of France, that 'every soldier carries a marshal's baton in his knapsack.'"

"The conviction is strong and growing stronger in the navy that the best discipline is promoted by friendly relations and mutual understanding between officers and men. This is but a world-wide truth and was recently voiced by President Poincaré, of France, when he said: 'There is being established between the commanding officers and the men a confidential intimacy which, far from undermining discipline, enables it further by an

enlightened consciousness of solidarity in devotion and sacrifice.'"

The Secretary delves into the problem of naval construction and development, in which he takes issue at once with the General Board and repeats its recommendation of the construction of two battleships during the ensuing fiscal year, in spite of the recommendation of his expert advisers that the plan of 1903, the official plan of naval development, should be resumed and repeated adhered to, so that four battleships would be annually added to the fighting forces. After enunciating his adherence to the plan for slower development, the Secretary has this to say regarding the views of the General Board:

"The General Board reiterates the opinion it has always held that 'command of the sea can only be gained by vessels that can make and keep the sea in all times and in all weathers and overcome the strongest enemies that can be brought against them.' It declares 'other types are valuable and have their particular uses,' but 'the backbone of any navy that can command the sea consists of the strongest seagoing, sea-keeping ships of its day, or of its battleships.'"

"The opinion of the General Board as given in its annual report is entitled to great weight. The department feels that it is upon safe ground in looking to the board to prescribe the character of the ships to be constructed. The large increase in submarines is desirable, but nothing in the present war has disproved their faith in the modern dreadnought. The fact that there has been no encounter between these powerful ships does not justify the conclusion that their further construction should be discarded in favor of the smaller craft which has astonished the world by its ability to sink cruisers and other craft, giving its severest and most fatal blows before its presence is discovered. It may be that naval engagements later on will teach lessons that will change expert opinion, but as long as the bulk of the ablest naval officers believe the increase of the navy should concentrate in fair proportions the dreadnought, the destroyer and the submarine, the Secretary would not feel warranted in recommending a widely different programme of construction."

"However, in view of the demonstrated superiority of the submarine, I would impress upon Congress the importance of making a larger increase in the submarine craft, appropriating generously therefor without reducing the appropriations for other craft. Estimates for these were reduced to the minimum. That our navy has not neglected the construction of submarines will be seen by a comparison of our strength in this craft with that of foreign navies. It is estimated that there are built or building for the various navies the following number of submarines: England, 84; France, 76; United States, 51; Germany, 31; Japan, 17. This estimate was made in July of this year."

Satisfied with Submarines.

Secretary Daniels is convinced that the position of the United States in the matter of its submarine fleet is wholly satisfactory when his recommendations for the present increase are considered. He urges an addition of eight submarines—one of the seagoing type and seven for coast defense. The General Board urges an increase of three seagoing submarines and sixteen coast submarines. On this subject the Secretary has this to say:

"When the relative sizes of the fleets of the great nations are considered, it will be seen that the United States has a submarine fleet relatively and actually very powerful. England's fleet is more than twice as great as ours, yet she has but a little more than half as many more submarines. France has a considerably larger submarine fleet than ours, with a smaller navy, but she has in the past taken the lead in submarine building. Some years ago she abandoned the dreadnought policy to acquire large numbers of submarines, but in the last two or three years has made unusual exertions to repair her deficiency in the matter of her surface fleet. England has overcome this handicap and we are on that road, having in addition to the fifty-five ships already mentioned eight or more authorized by last year's bill, on which we are asking for eight or more this year, which will swell our total to at least sixty-seven in the next three years. Germany, with a larger fleet than ours, has less submarines, and Japan, with a fleet smaller than ours, has only half as many submarines. What we have done, however, in submarine construction is but an earnest of what must be done in the future. When we shall have a division of seagoing submarines in commission, we will have added to the battleship fleet a strong

fighting unit which must be of large importance in any overseas operations."

"As far as the submarines themselves are concerned, it is believed that ours are on a par with any in the world. The development of our type has been logical, and in each new type the ideas and comments of the officers and men who operate the submarines in service have been considered. In the appropriation made by the last Congress, the Secretary for the first time included one of high surface speed, to accompany the fleet, and one for coast and harbor defense. In the building of two such distinct types we are in accord with what foreign countries are doing, and submarine flotillas in the future will probably be composed of vessels of these two types."

"Recommendation is made for the construction of an additional oil ship and two auxiliary ships, which are urgently needed. A transport and a supply ship are building, and the demand is chiefly for ships that have the highest military value. Auxiliaries can in need be purchased. The master of years to construct fighting ships. Economy should be practised hereafter at this time in auxiliary craft."

Wants Better Air Fleet.

The Secretary urges further consideration by Congress of the development of an effective air fleet by the navy. He makes no definite recommendation, whereas the General Board has suggested an expenditure of \$5,000,000. Secretary Daniels says:

"Air craft have demonstrated in the present war in Europe that no military arm is complete which lacks them. They will not replace vessels of war, but will extend the field of operations to the air as well as on the surface and underneath the water. The recent wars have demonstrated the importance of aerial operations, and the day is not far distant when a modern Maury will chart the currents of the air as that great naval officer charted the currents of the ocean. Air craft on the land prevent surprises of the character which have determined most military victories. They provide the best means for discovering submarine mines, and have now become an indispensable naval adjunct. We are but in the infancy of air craft. The development in the manufacture of these craft in this country needs to be stimulated, and the success of this arm of the military service abroad will be a mighty stimulus to American manufactures."

"Early in the year a board of experienced officers was appointed by the Secretary to consider and make recommendations for the development of aeronautics in the navy. After a thorough investigation they have recommended the establishment of an aeronautical station at Pensacola, Fla., the organization there of a flying school for officers and men in the art of aerial navigation and the purchase of certain types of aeroplanes and other flying craft. Orders were given early in the year for some foreign built aeroplanes. In addition to larger orders for aeroplanes made in this country, the purpose of ordering abroad was to enable the aeronautical designs in construction and equipment, to the end that the navy might adopt those which had demonstrated themselves by actual trial to be the best fitted for the service. Unfortunately, the war made it impossible for the orders placed abroad to be filled, and the trial of such craft must be postponed. The best types of American manufacture have been ordered, and the department will develop this modern branch of the naval service steadily and rapidly. Indeed, it has been more ready to develop it during the last year than the manufacturers of this country have been to supply the demand for craft of approved design. It is recognized that we are but on the threshold of the development and utilization of air craft, and their steady increase on a large scale is a fixed policy of the department."

Cutting Down Expenses.

Secretary Daniels details economies in the department, and says that under the system of government manufacture the cost of powder has been reduced from 80 cents to 36 cents a pound. Torpedoes made by the government cost \$3,200 each, against \$4,200 two years ago, and \$5,000 if bought at a private plant.

The mooted question of personnel is answered by the Secretary with the statement that the effective fighting force behind the guns of the dreadnoughts is greater to-day than in previous times.

Secretary Daniels reviews the effect of his famous anti-wine mess order—officially Order No. 99—with numerous citations from other directors of large enterprises who have seen fit to enforce the rule of abstinence.

DANIELS PUTS FLEET'S INACTION UP TO WILSON

Continued from page 1

"They would on an ordinary matter, but not on a question like that."

"Why not?" Mr. Roberts asked. "There were no battleships in Mexico to threaten them, and all they had to do was to keep the enemy out of the ports."

"There are half a dozen things you might have done in Mexico," Mr. Daniels explained. "And the wise policy was to have had all the fleet in Mexico, can you see that? It was the place for it to be used for an emergency, for any condition."

"The General Board in its report seems to criticize the fleet, and it interfered with the efficiency of the drilling of the fleet, and they strongly advised against such practice whenever it could possibly be avoided."

"Whenever it can possibly be avoided, but whenever the commander in chief says they must go, he is the man to settle it," said Mr. Daniels, "and if the General Board had known that the commander in chief said it was to have mander in chief said it was to have mander in chief said it was to have put that in here."

The unpreparedness and insufficient defence of the Pacific Coast was the subject of an extended colloquy between Secretary Daniels and Representative Stephen of California.

"How many dreadnoughts are stationed on the Pacific Coast?" asked Mr. Stephens.

"We have none there," replied Mr. Daniels.

"How many battleships of the first line?"

"On the Pacific Coast? We have none there."

"How many battleships of any kind?"

"Only the Oregon."

"Is the Oregon in commission or in reserve?"

"The Oregon is being placed in commission."

"How many cruisers or minor ships have we in commission on the Pacific Coast?"

"We have the San Diego, the Albany, the Chattanooga, the Cleveland, the Denver, the Maryland, the New Orleans, the Raleigh, the West Virginia, and we have the Yorktown, which is a gunboat; the Annapolis, which is a gunboat; and the Buffalo, which is a transport."

"Then we also have a torpedo destroyer there on the Pacific Coast?"

"Five active and four in reserve."

"How many submarines have we on the Pacific Coast?"

"Do you think the vessels you have named an adequate or sufficient protection to the Pacific Coast?"

"Adequate for what?"

"Not Adequate for War."

"Adequate for war?"

"No."

"You would not commission the Oregon as a first class battleship at this time, would you?"

"No."

"You do not think trouble could arise and very material damage be done before any fleet could arrive on the Pacific Coast from the Atlantic Coast of the United States?"

"I think the odds are the other way. One of the reasons we built the canal, and perhaps the chief reason, was to make it possible to have a fleet to defend both coasts."

"Yes, sir, we have a fleet which, altogether, is sufficient to defend either coast."

"But it cannot defend both coasts?"

"Not at the same time."

Against Bigger Air Fleet.

Secretary Daniels did not know how long it would take to get the fleet from the Atlantic to the Pacific in the event of the destruction or obstruction of the Panama Canal. He promised the committee several days ago. The Secretary contended that through the inability of the United States to get the air fleet built engines with a view to improving the form of engine for use in aeroplanes, by reason of the war, the whole question of aeronautical appropriation should go over until next year.

Comparisons with the strength of European nations in aeroplanes was furnished by Representative Browning, of New Jersey, who said:

"I asked Captain Bristol to give us the air craft equipment of the various nations. This is what he said: 'At the beginning of this war our best information gave, approximately, France, 22 dirigibles, 9 dirigibles and 40 aeroplanes; Serbia, 2 dirigibles and 100 aeroplanes; Germany, 40 dirigibles and 1,000 aeroplanes; Austria, 8 dirigibles and 400 aeroplanes; and the United States, 23 aeroplanes, and 40 dirigibles.'"

"I think that these that are building will soon be ready," said the Secretary. "I have recommended one. We can get a great deal of this oil from

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200 Men's Fur-Lined Coats

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Imported broadcloth, or Burberry soft fleece shell, in heather mixtures, with lining of natural Halifax muskrat, and seal otter, natural otter, or Persian lamb collar.

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Handsome black shell, with finest selected natural black muskrat lining, and the choice of seal otter, natural otter, beaver or Persian lamb collar.

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Fine imported black broadcloth shell, lined with perfectly matched mink, and replete with collar of either Persian lamb or seal otter. A garment of real magnificence.

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Men's Worst Union Suits **\$1.65**

Natural color worsted union garments, in medium and heavy weights. A form fitting union suit that really fits. Has closed crotch, and long or short inseams. All sizes. Fine value. Main Floor.

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that are beyond question the most diversified collection of half hose yet assembled at this figure.

Full fashioned hose, plain black and colors, with reinforced heels and toes. Clockwork seamless hose, plain black and colors, with double toes and heels. Seamless hose, plain black and colors, with double heels and toes. Silk & wool hose, in smart mottled effects, with double soles, heels and toes. All silk hose, in hairlines, cross stripes and fancy figures. Black and colors.

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Studs, Links & Vest Sets **\$2.50—value \$7.50**

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1,200 pairs as a feature for today

Trade-marked gloves—gloves you know and whose quality is common knowledge—in a great variety of leathers, shades and styles—affording an admirable opportunity to be liberal to others without involving undue sacrifice on your own part.

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Comprising the best materials and workmanship, Shoes that sell usually at \$5.00 to \$7.00 **\$3.95**

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Extraordinary Values To-day, Saturday

Hand-Tailored Overcoats

The popular fitted coats in two or three-button double or single breasted models in Oxford grey, navy blue and black; also the heavyweight knit coats in grey, brown and green mixtures, in the loose Chesterfield model; silk yoke and sleeve lining.

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